German proposal No. 2 for 2015

Affects sc3a

7.4.2 **Start Options** The Organisers shall select which start option will be used during the contest. The Start Option selected for the Championship shall be stated in the Local Procedures. The options are:

a. **Start Line** A straight line, of defined length, perpendicular to the course to the first Turn Point, or the center of first Assigned Area.

b. **Start Ring** A circle, centered on a Start Point, and of sufficient radius to enclose the contest site and all release areas.

It is proposed to introduce an **additional start option for racing task** using a start line.

Philosophy for Year-1 proposal:
Introduce a new and additional start option for racing task with the benefit of the first finisher being the winner of the daily task (except club class due to handicaps). But unlike the Regatta start at SGP, the start option should be reasonable and safe for up to 45 participants per class.

Note: This proposal is supported by the Annex A committee and within the Year 1 – Year 2 system it can be discussed and modified in the first year in order to find a broad acceptance in the Year 2 voting.

Reasons and arguments:
Today´s Start Options in IGC sanctioned championships are the conventional one for RT and AAT as well as Regatta Start for the Sailplane Grand Prix.
Especially on racing tasks, today´s possibilities for observation of competitors (sophisticated devices on FLRAM basis) uses a lot of energy and head down on instruments and pilots are waiting very long to finally cross the start line, and by doing so using competitors as thermal buoy.
Additional start option for RT

- Start line of defined length
- towing e.g. 600 m above airfield elevation
- max. prestart altitude e.g. 300m above towing altitude.
- elapsed time for every glider is running with opening of the start line (and not when the glider is actually crossing the start line)
- a valid start requests a fix below prestart altitude after opening of the start line including ground speed below 150 km/h. Otherwise penalties will apply.
- In addition a valid start asks for crossing the start line in direction of the first turn point after opening of the start line.
- towing after re-landing should be provided with a minimum of delay.

For RT the organizer should have the choice between the two start options.
The new start option for RT will make waiting obsolete till others will have made their start. Departing behind others and catching up with them is a certain skill, for sure, but the new start option will give those pilots priority who fly their own path, going ahead, trying to lead and finally win the daily-task.

Any intensive observation before finally crossing the start line by means of sophisticated FLARM Radar and similar also looses big part of its advantage.
Finally FLARM or similar situation awareness systems regain their basic function and advantage. Which is not observing others in terms of best climbing ratio and taking advantage due to late start.
Still observing others during competition flight can create a certain advantage which everyone can do; but as soon as someone is behind the leading ones, it will be extremely difficult to just catch them by intensive watching their position and possibly their climbing ratio.

During the Year1-Year2 process, this proposal could potentially be amended by not having one start time only but further slots with a time offset for example of 10 to 30 Minutes; so no one could really take advantage of those having started during an earlier slot. But by doing so the advantage of the first finisher being the winner of the day would be lost.

Summary:
The main advantage of the new start option will reduce the tactical use of FLARM based devices before crossing the start line and during racing behind others to catch up with them. It will also reduce flying in gaggles; still flying in a gaggle during final lift increases the risk that others might be first finisher after final glide.

The new start option for Racing Tasks can significantly increase safety as it does not support the tactical use of FLARM based devices to observe others and flying in gaggles will not be the first choice to win a task. And starting behind others and use them as climbing buoy will not be a successful choice any longer.
And FLARM might regain more its intended purpose.
Any details or even better ideas can be incorporated within the first year to find a broad acceptance for the Year-2 voting.